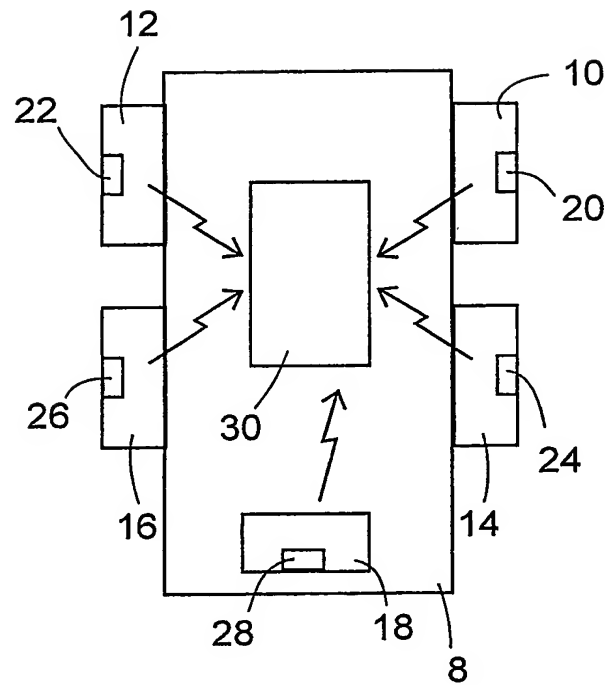


FIG. 1



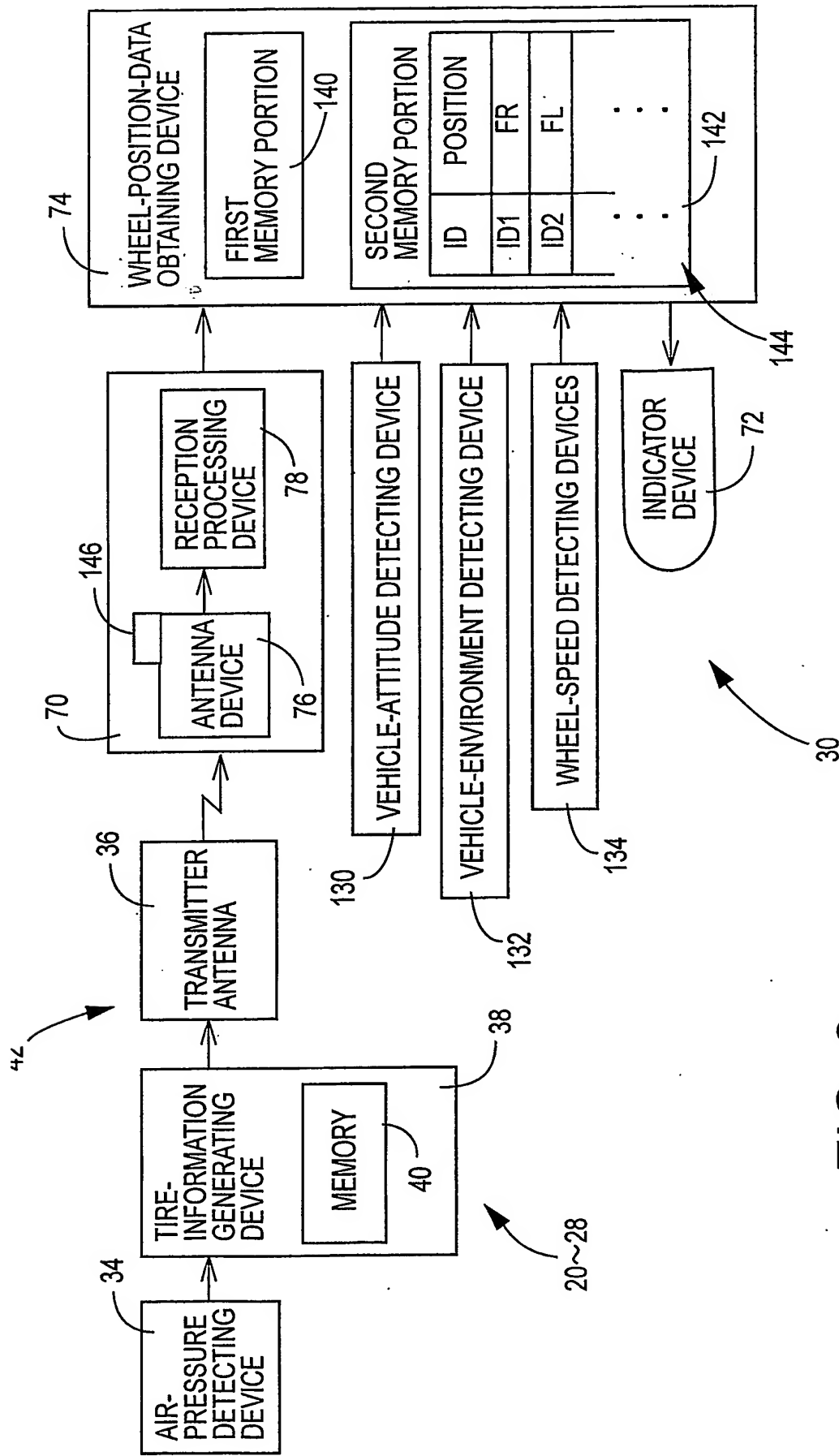


FIG. 2

FIG. 3

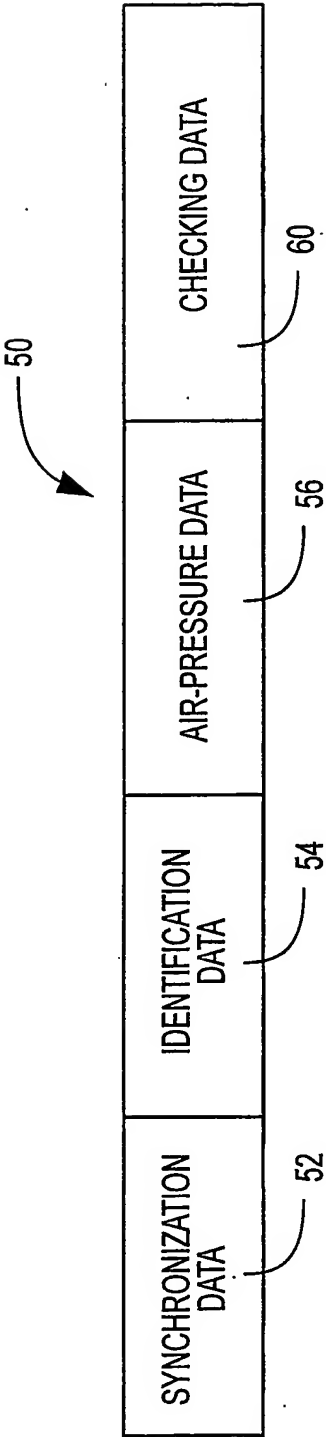


FIG. 4A

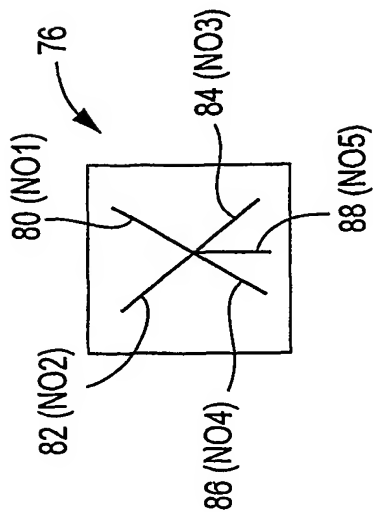


FIG. 4B

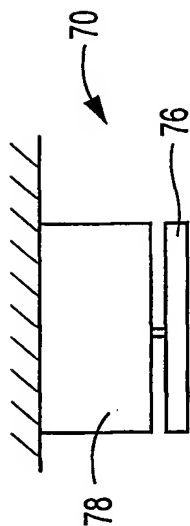


FIG. 6

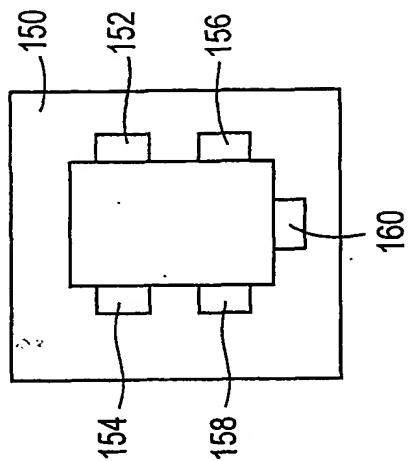


FIG. 5

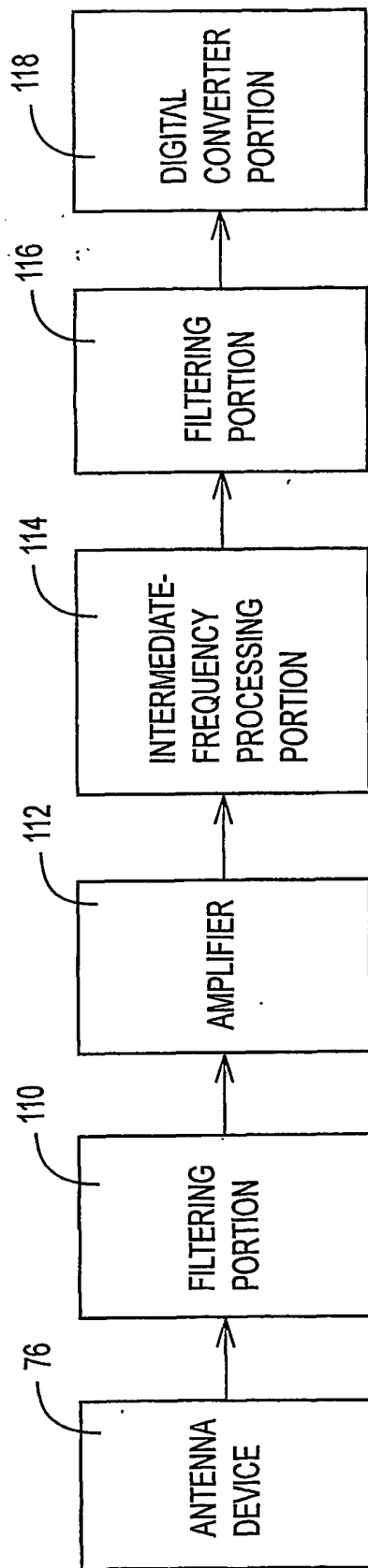
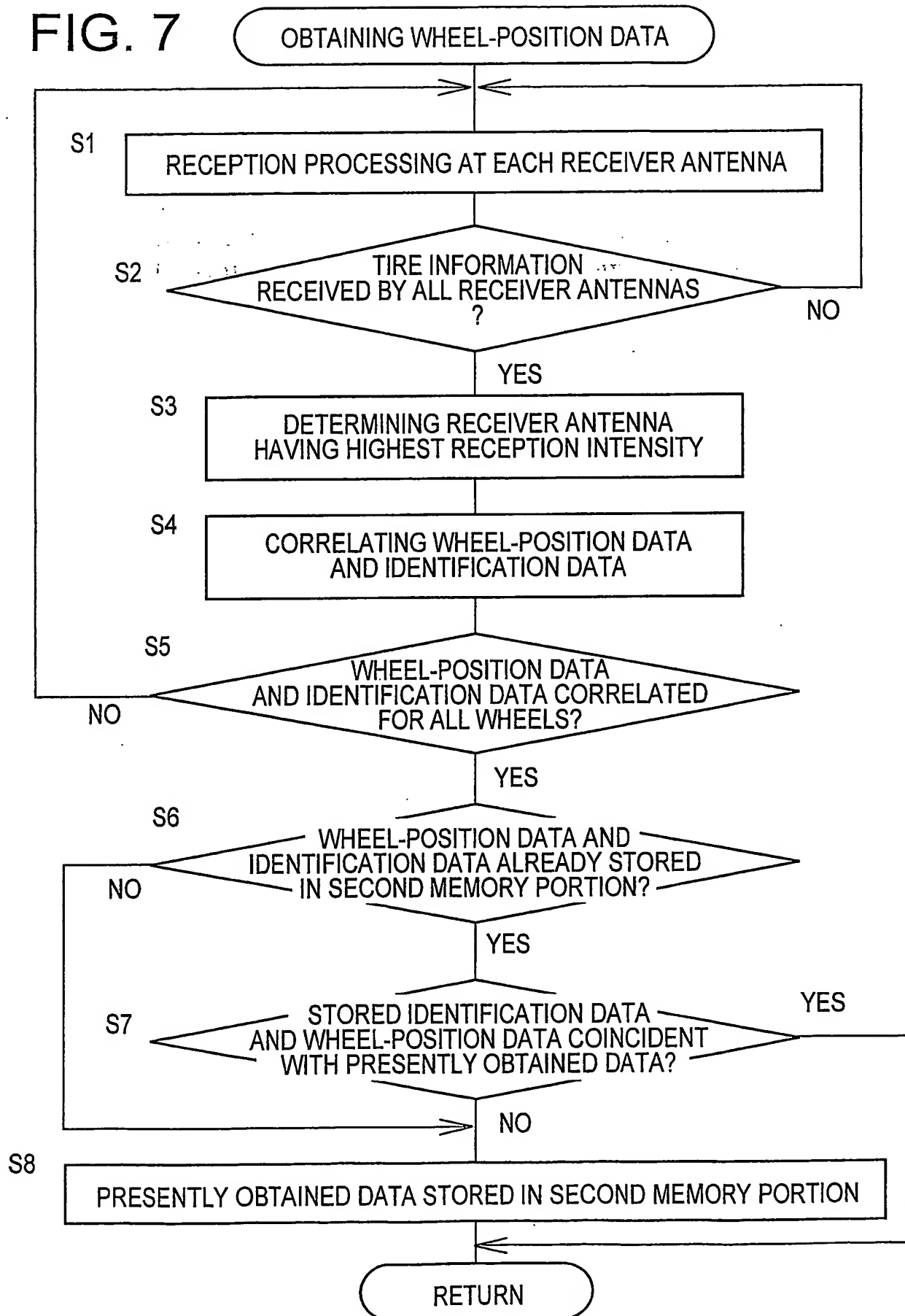
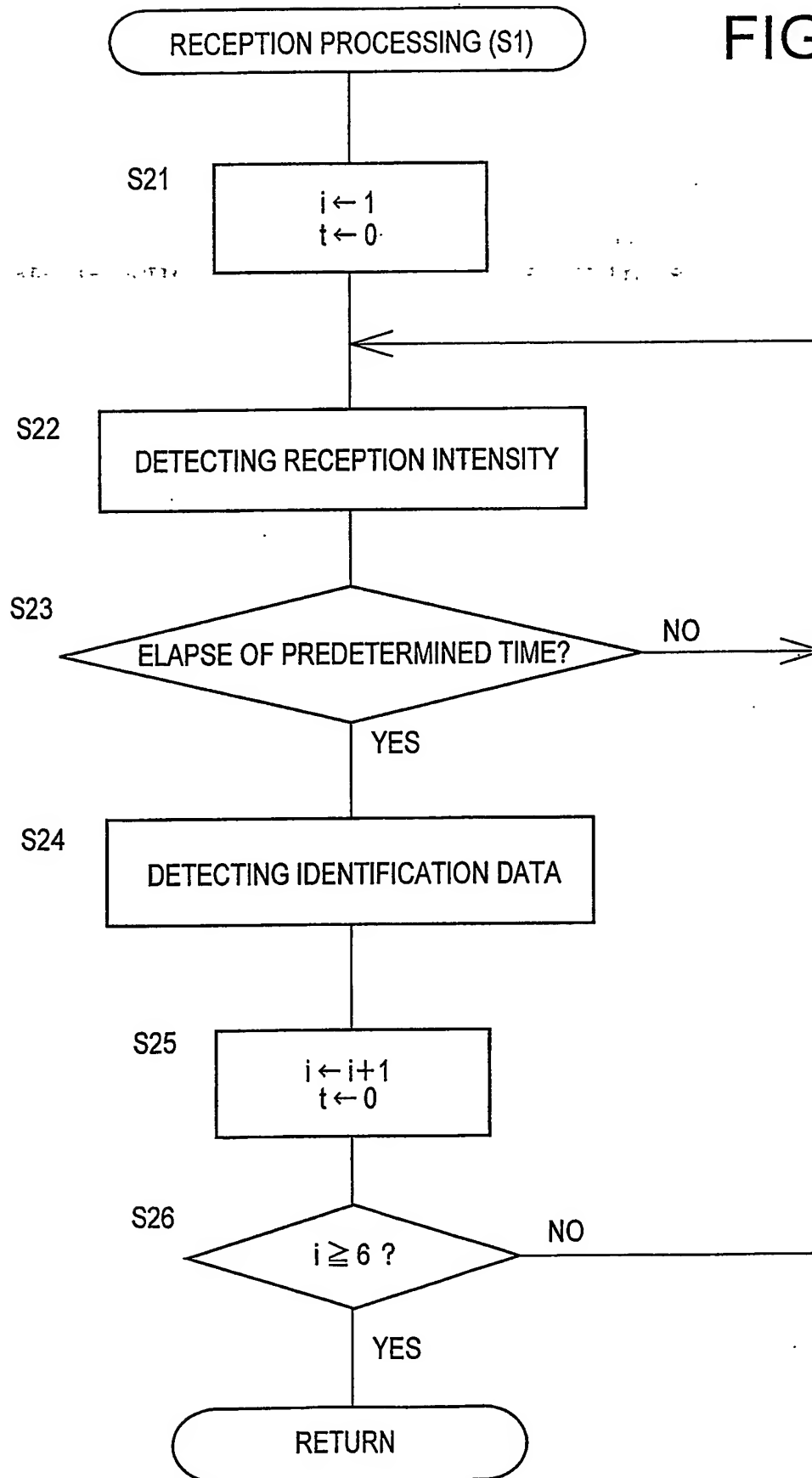


FIG. 7



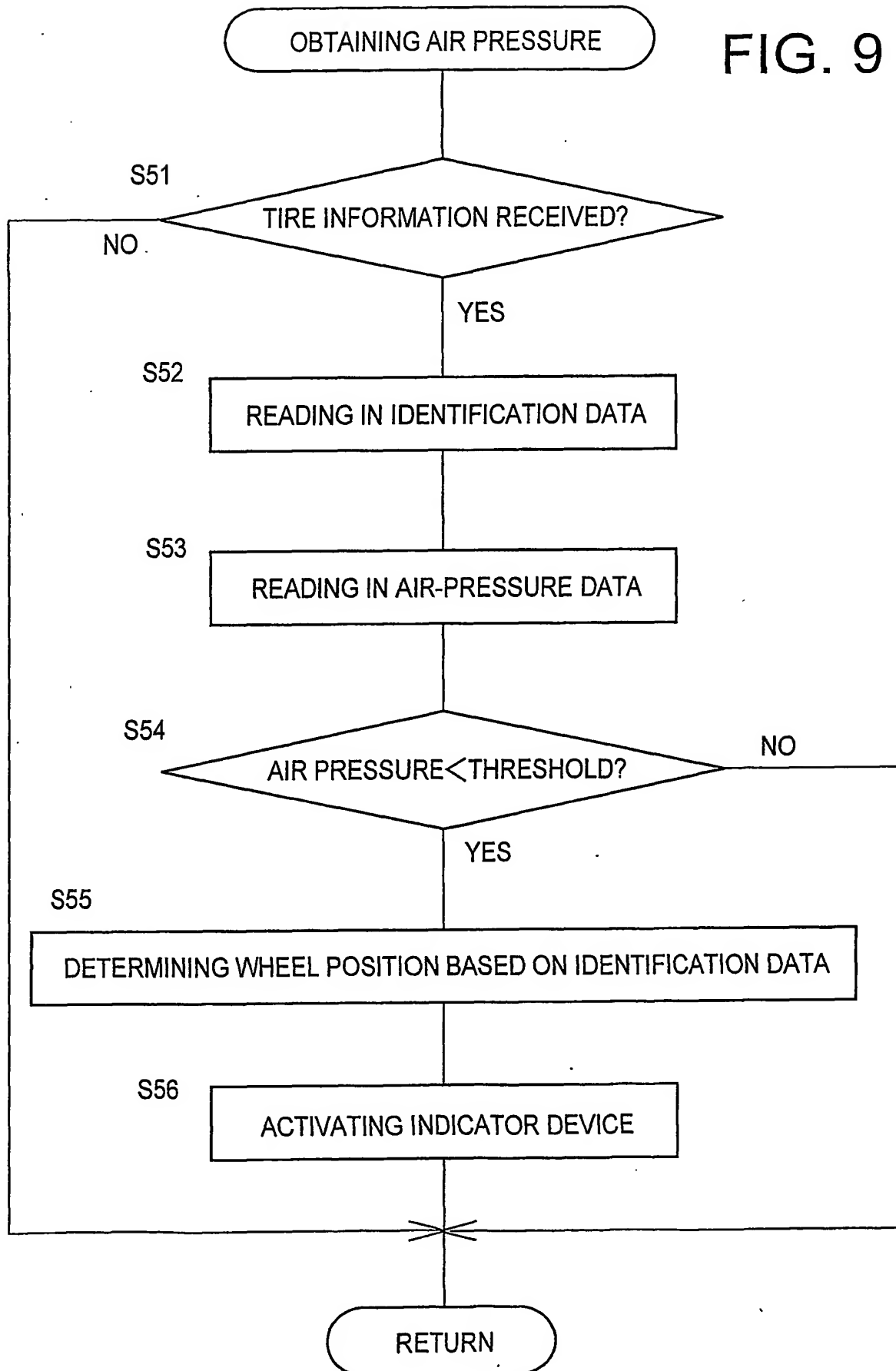
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FIG. 8



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FIG. 9



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FIG. 10

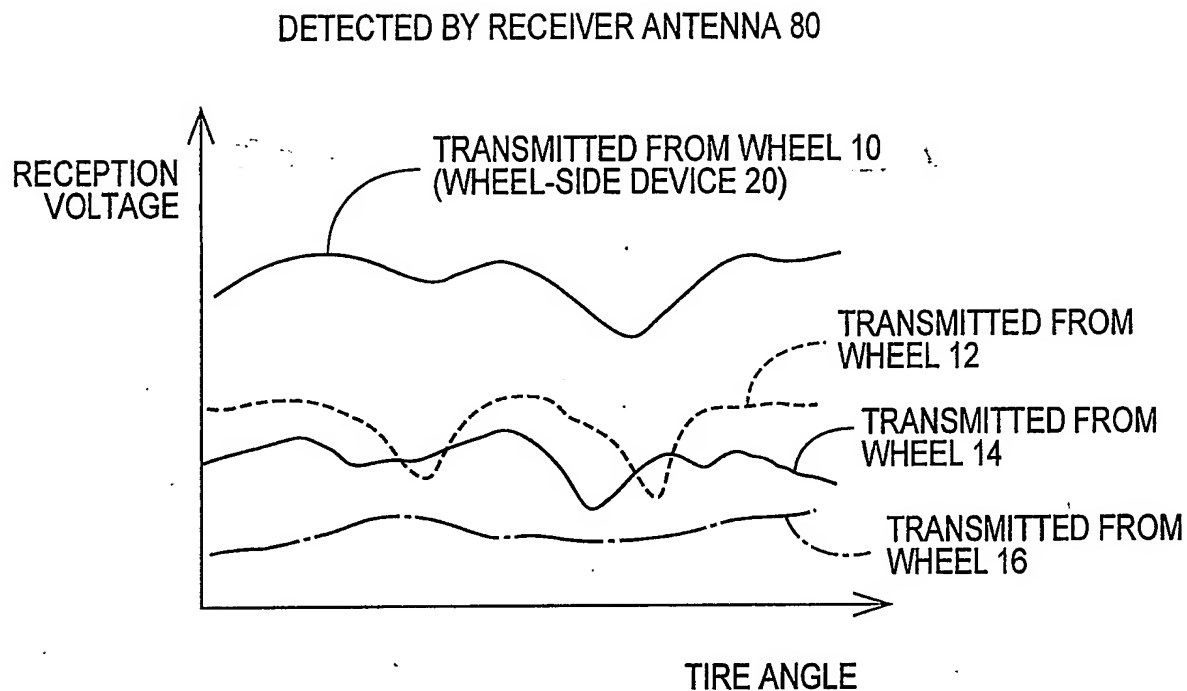


FIG. 11

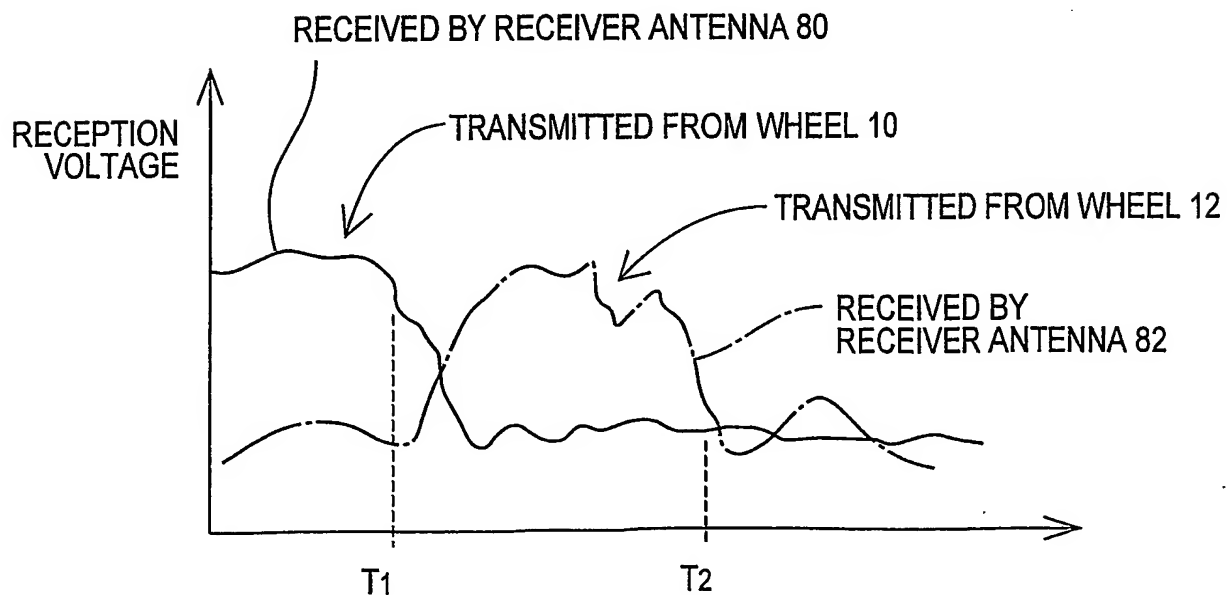




FIG. 12

RECEIVER ANTENNA WHEELS	FRONT RIGHT WHEEL 10	FRONT LEFT WHEEL 12	REAR RIGHT WHEEL 14	REAR LEFT WHEEL 16	SPARE TIRE 18
FRONT RIGHT ANTENNA 80 (No. 1)	A8~A9	B6~B7	C2~C3	D0~D1	E0~E1
FRONT LEFT ANTENNA 82 (No. 2)	A6~A7	B8~B9	C0~C1	D2~D3	E0~E1
REAR RIGHT ANTENNA 84 (No. 3)	A4~A5	B2~B3	C8~C9	D4~D5	E4~E5
REAR LEFT ANTENNA 86 (No. 4)	A2~A3	B4~B5	C4~C5	D8~D9	E4~E5
ANTENNA 88 (No. 5)	A0~A1	B0~B1	C4~C5	D4~D5	E8~E9

170

$A0 < A1 \leq A2 < A3 \leq A4 < A5 \leq A6 < A7 \leq A8 < A9$

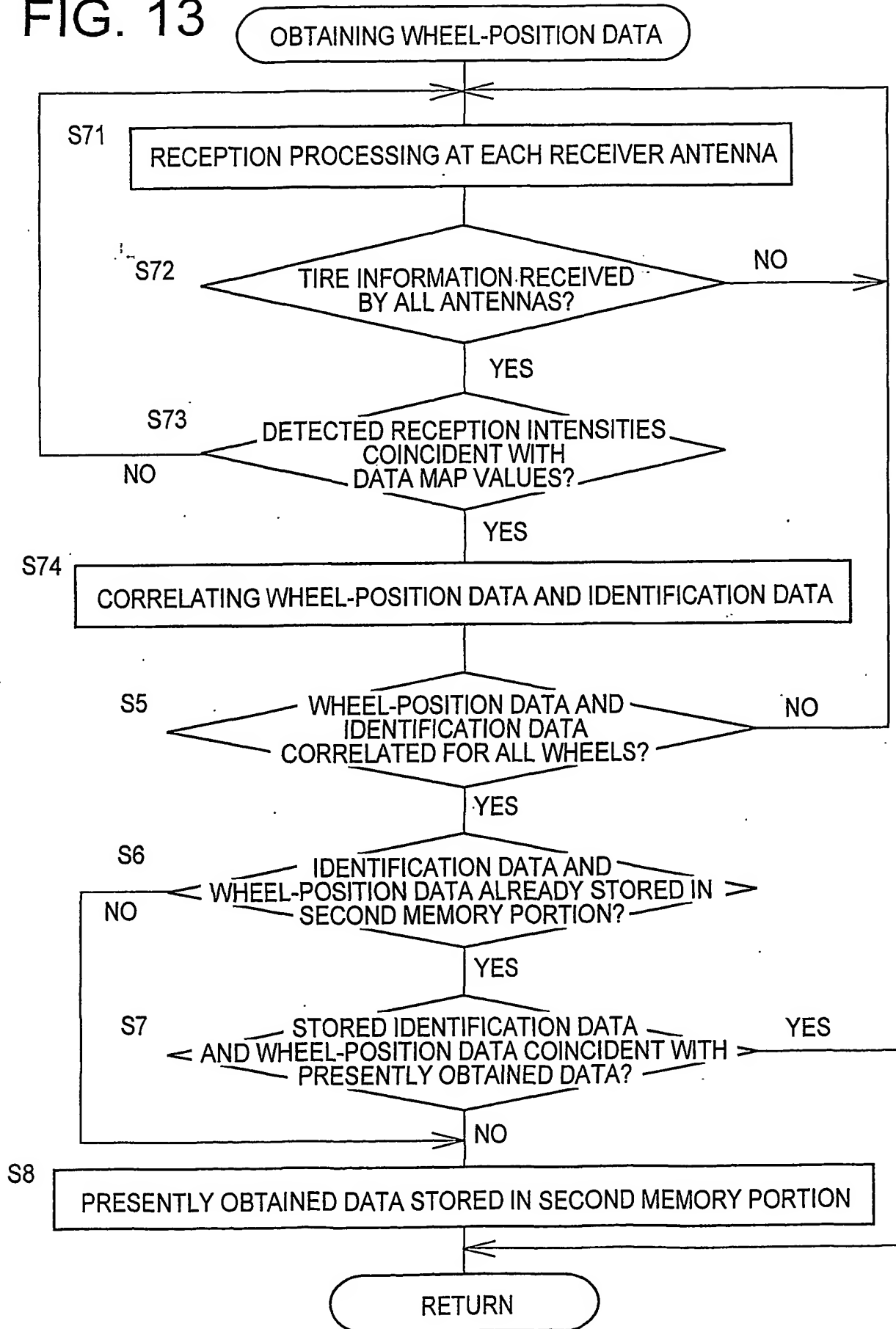
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FIG. 13



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FIG. 14

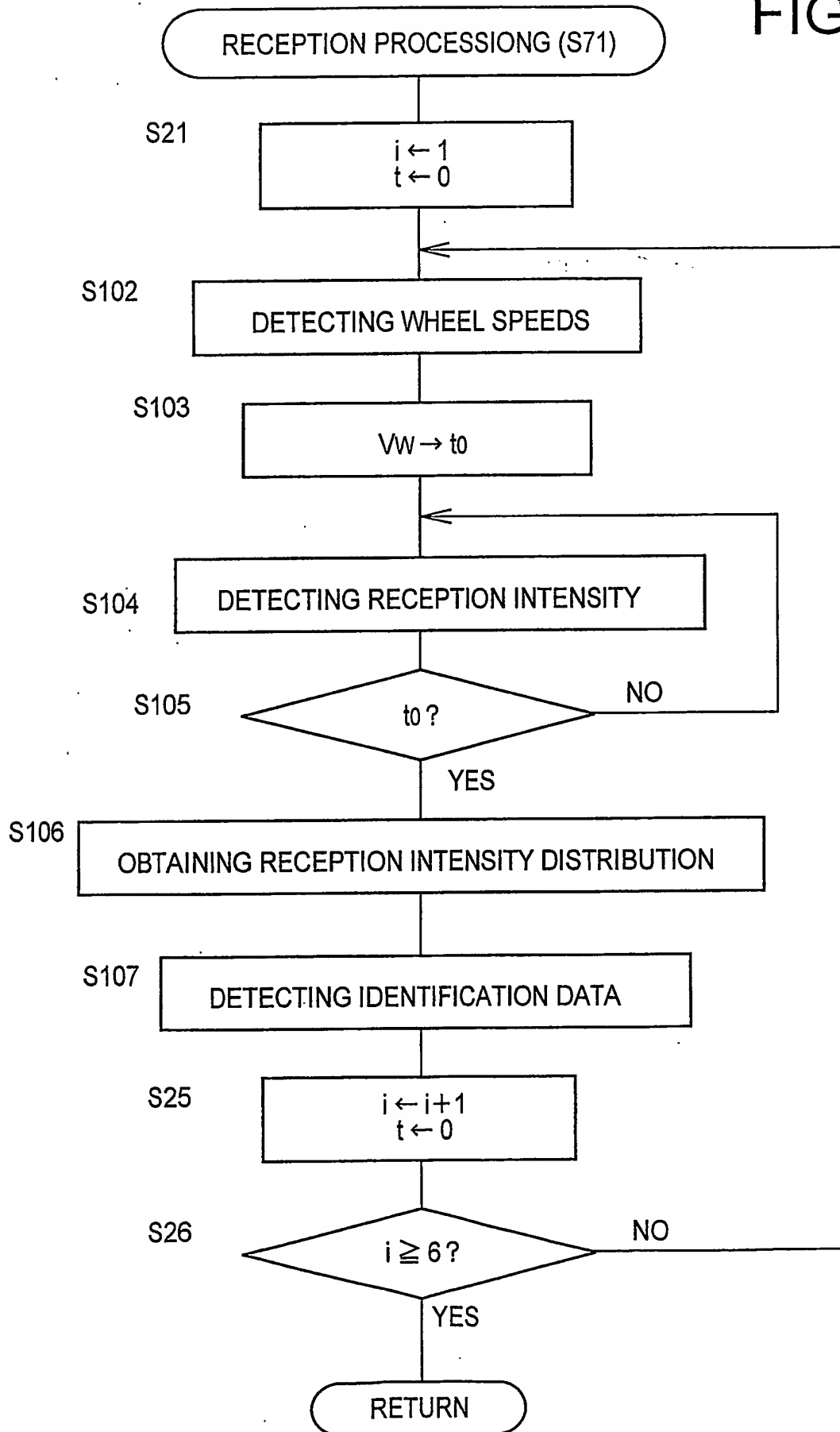


FIG. 15

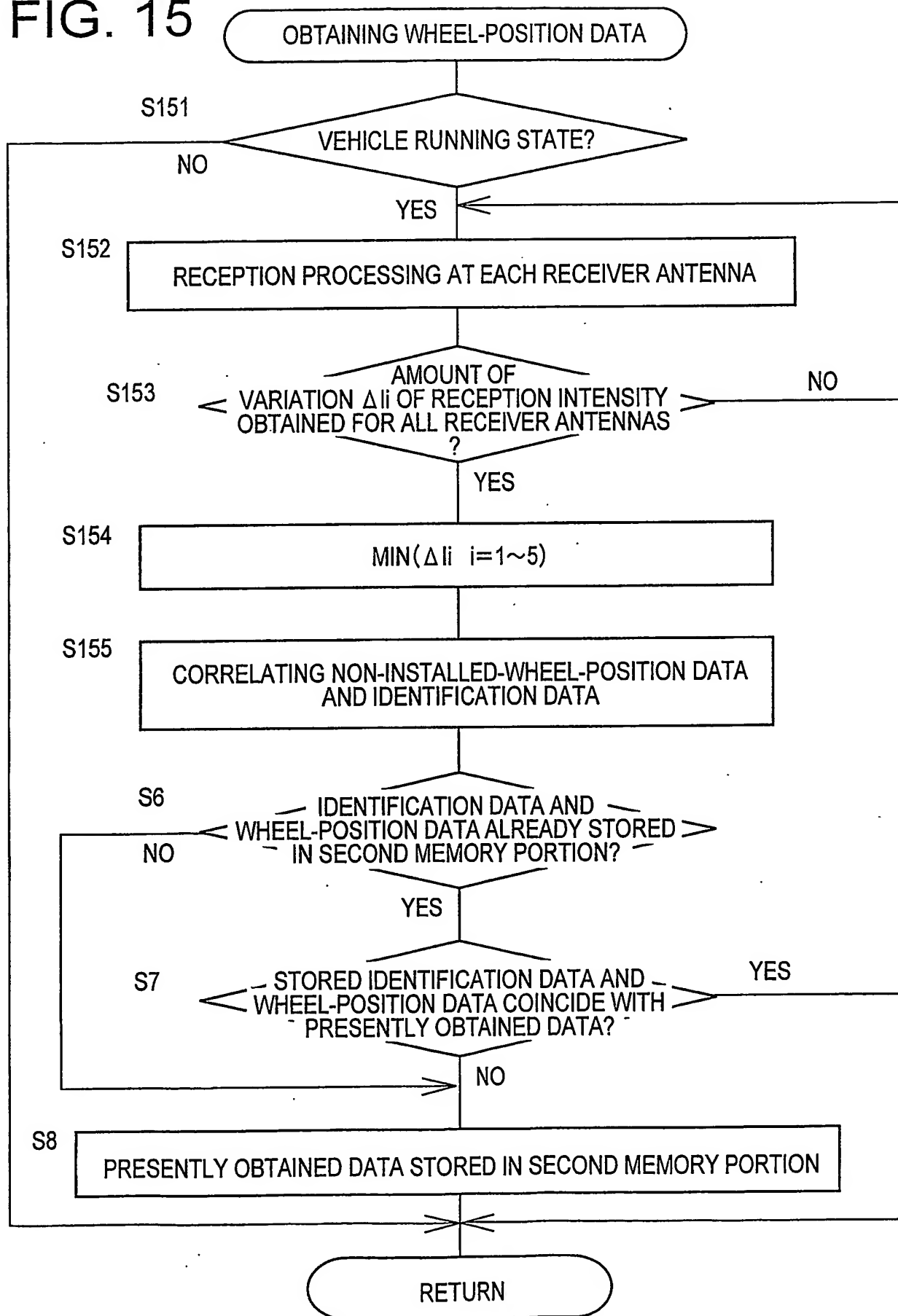


FIG. 16

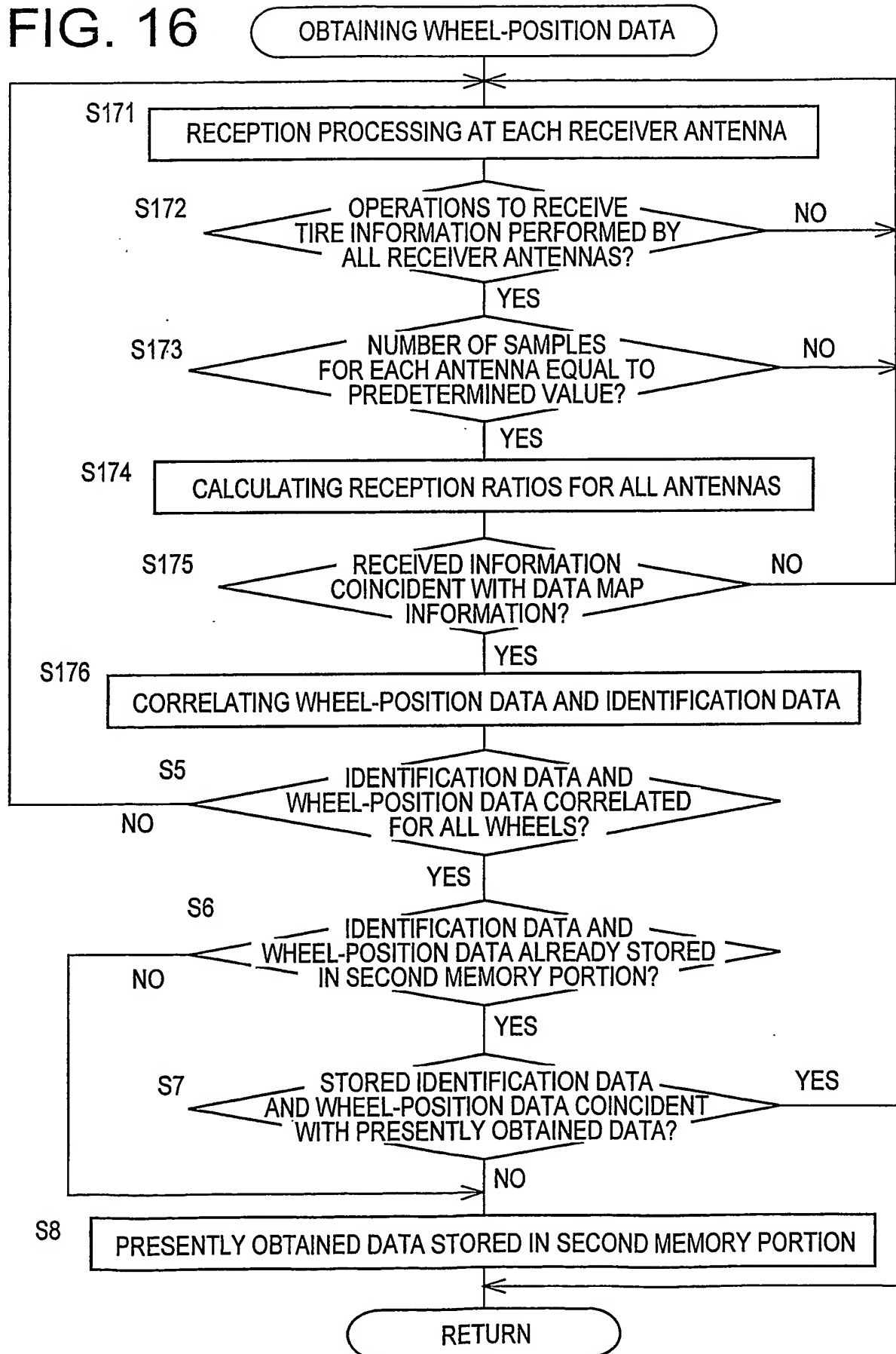


FIG. 17

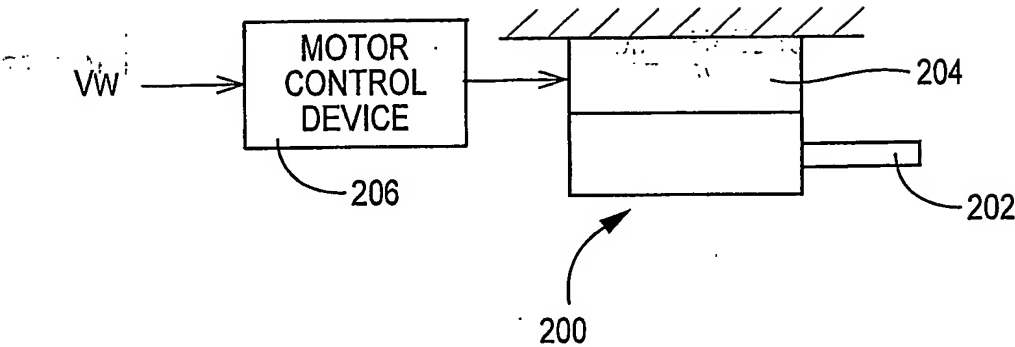


FIG. 18

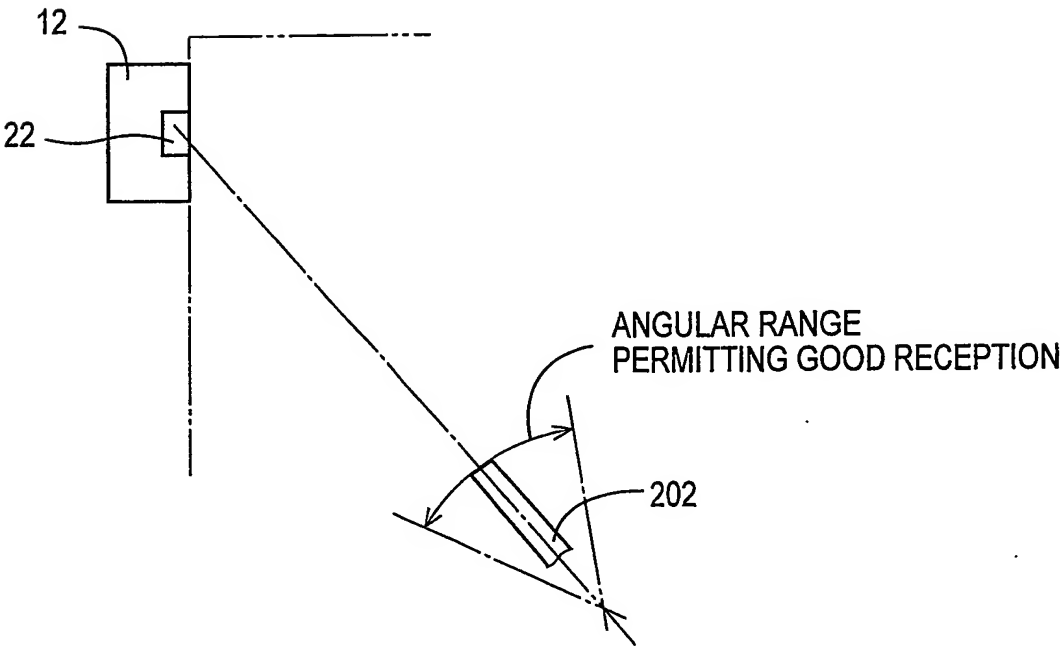


FIG. 19

WHEELS ANGLE	FRONT RIGHT WHEEL 10	FRONT LEFT WHEEL 12	REAR RIGHT WHEEL 14	REAR LEFT WHEEL 16	SPARE TIRE 18
(80) $\gamma_0 \sim \gamma_1$	A8~A9	B6~B7	C2~C3	D0~D1	E0~E1
(84) $\gamma_2 \sim \gamma_3$	A4~A5	B2~B3	C8~C9	D4~D5	E4~E5
(88) $\gamma_4 \sim \gamma_5$	A0~A1	B0~B1	C4~C5	D4~D5	E8~E9
(86) $\gamma_6 \sim \gamma_7$	A2~A3	B4~B5	C4~C5	D8~D9	E4~E5
(82) $\gamma_8 \sim \gamma_9$	A6~A7	B8~B9	C0~C1	D2~D3	E0~E1

210 ↗

FIG. 20

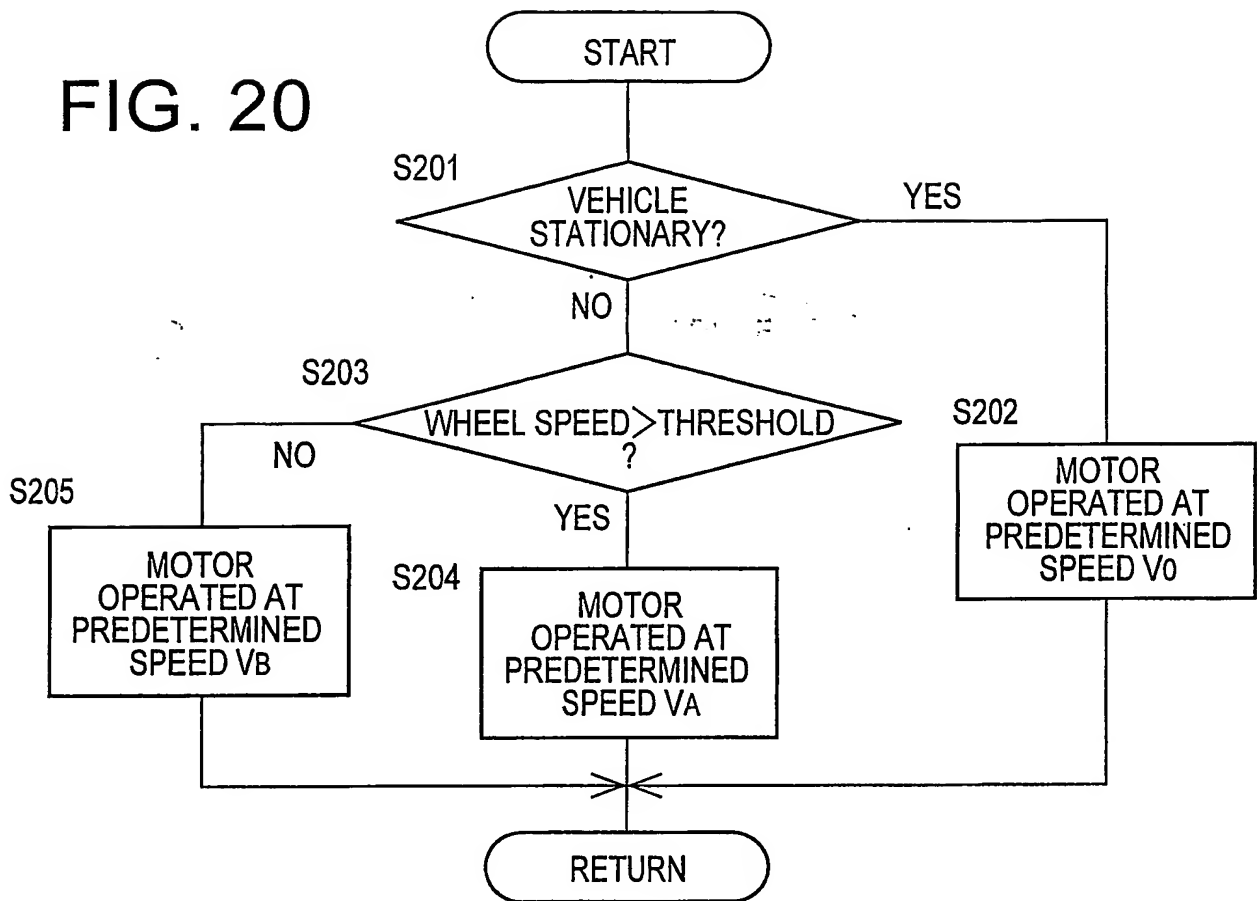


FIG. 21

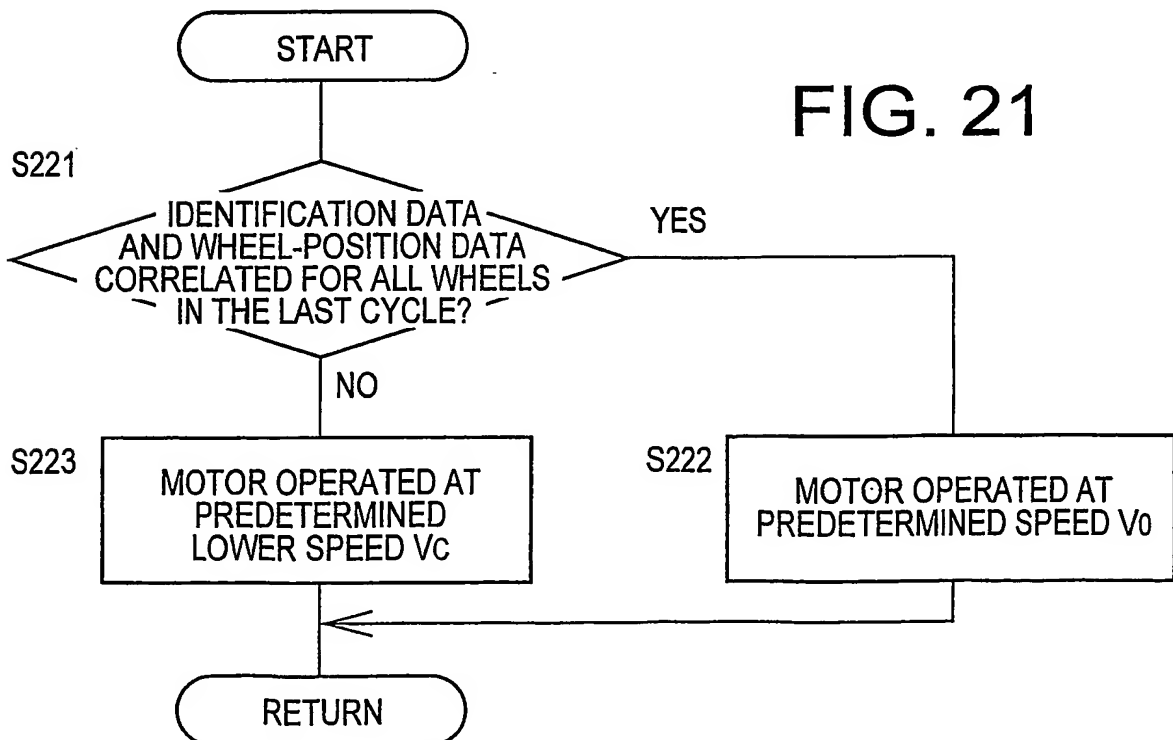




FIG. 22

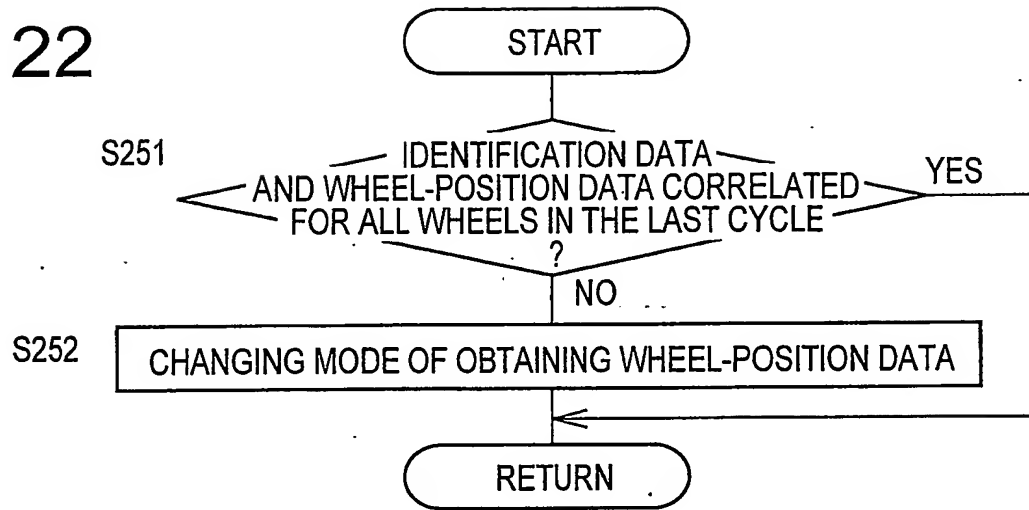


FIG. 23

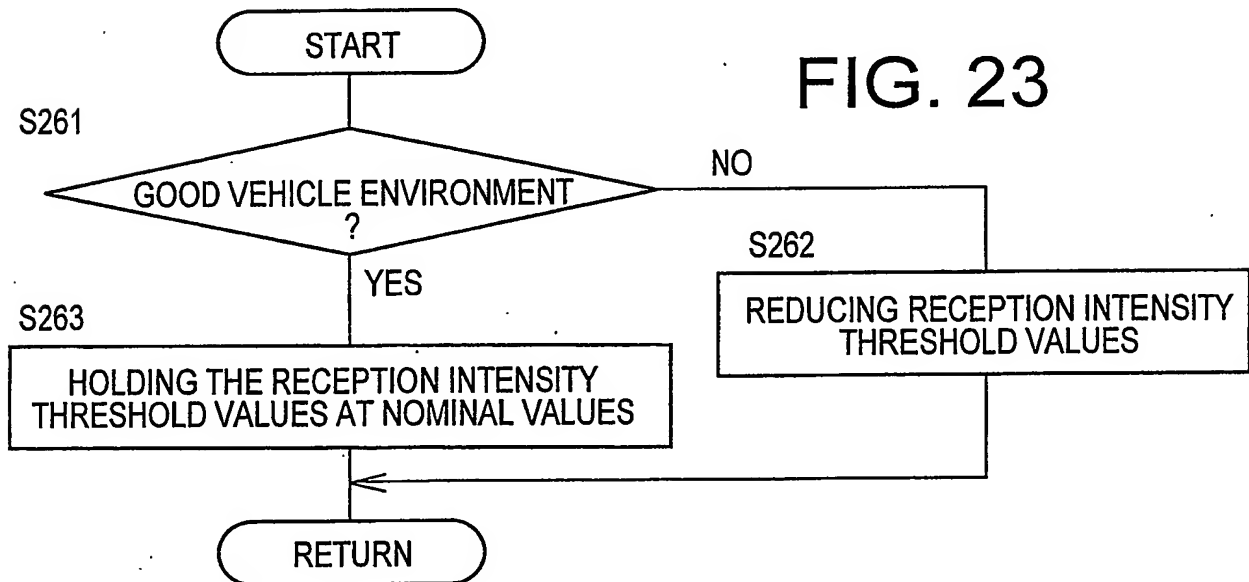


FIG. 24

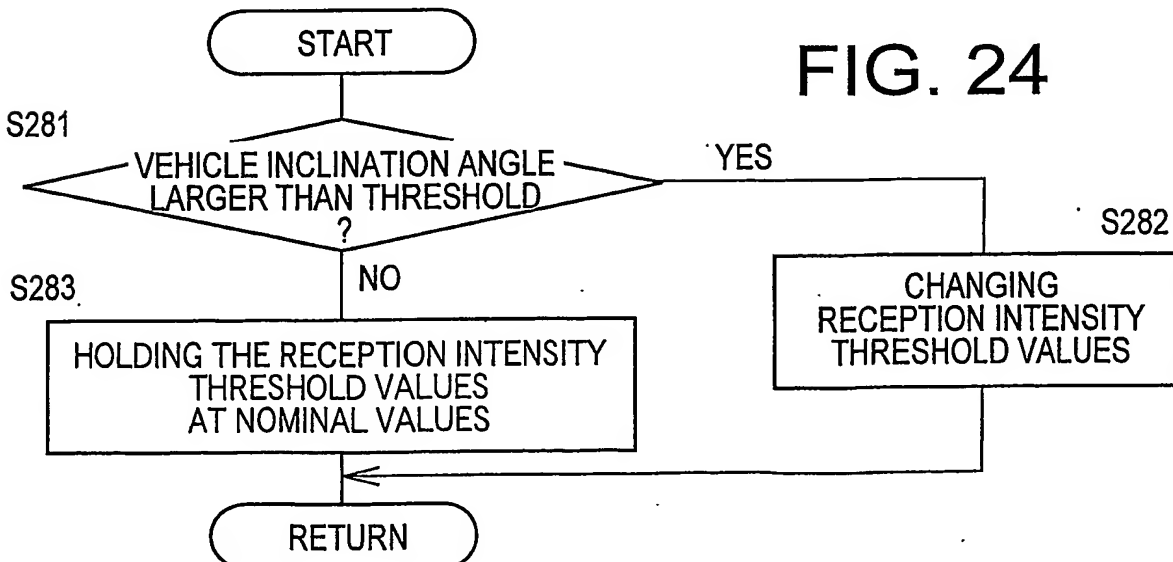
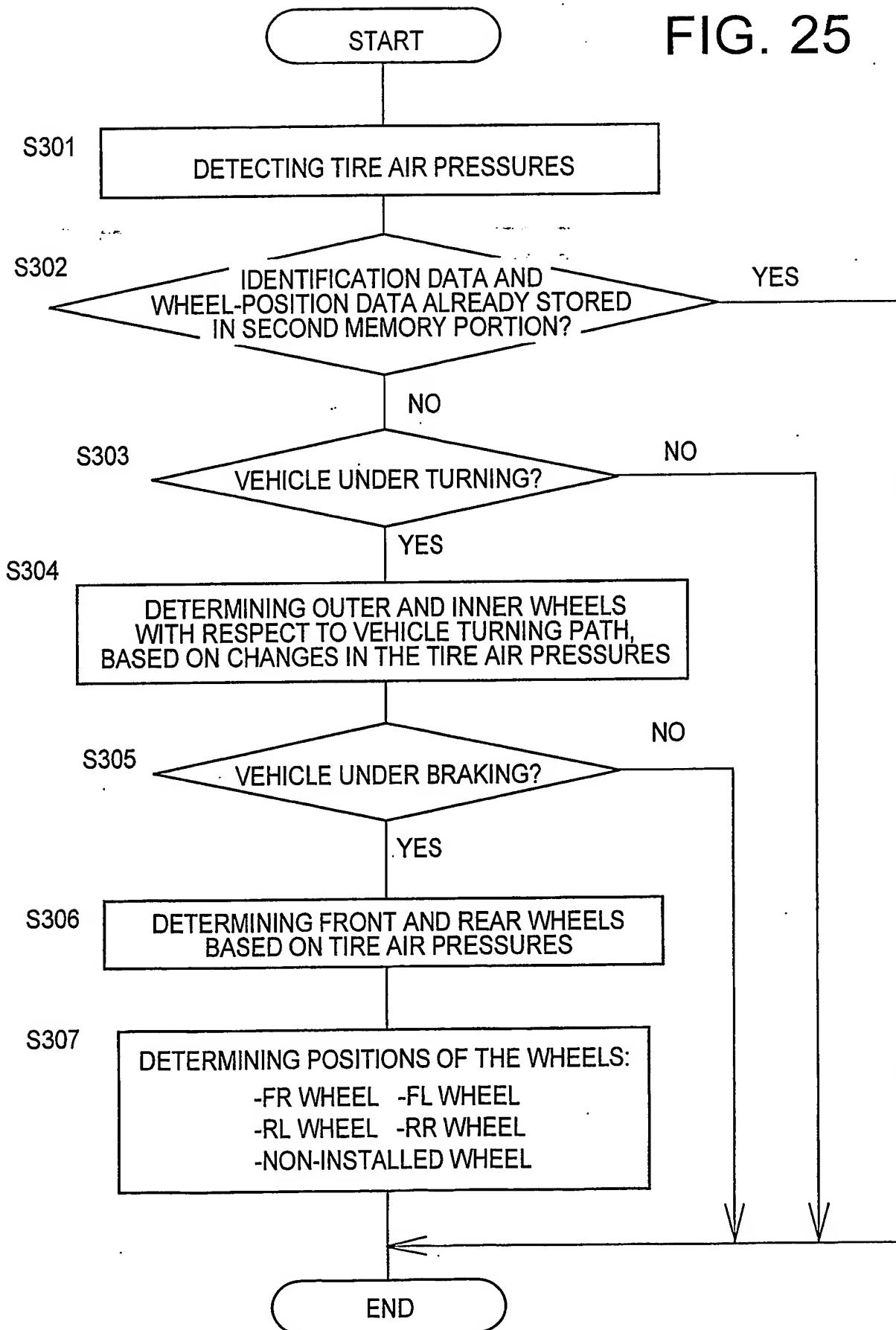


FIG. 25



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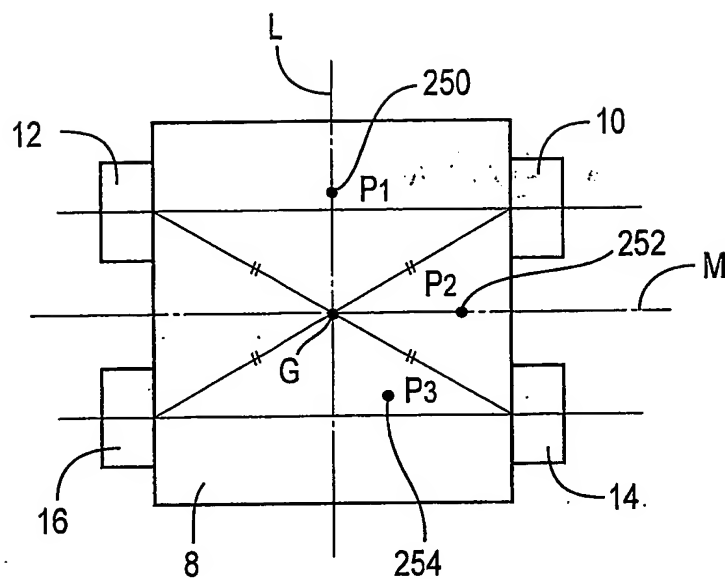


FIG. 26

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## FIG. 27

P1

	AVERAGE OF RECEPTION INTENSITY
FRONT WHEELS 10,12	Q1
REAR WHEELS 14,16	Q0

 $Q0 < Q1$ 

## FIG. 28

P2

	AVERAGE OF RECEPTION INTENSITY
RIGHT WHEELS 10,14	R1
LEFT WHEELS 12,16	R0

 $R0 < R1$ 

## FIG. 29

	AVERAGE OF RECEPTION INTENSITY
FRONT RIGHT WHEEL 10	S1
FRONT LEFT WHEEL 12	S0
REAR RIGHT WHEEL 14	S3
REAR LEFT WHEEL 16	S2

 $S0 < S1 < S2 < S3$

FIG. 30

